

F-3-128
Jug Bridge Toll House
Frederick vicinity
Private

Ca. 1808-1809

The Jug Bridge Toll House is a 1-1/2 story stone toll structure built about 1808-1809 on the north side of the National Road at the west end of the Monocacy River Bridge, known as the "Jug Bridge" because of its demijohn-shaped monument on the east abutment of the bridge. The bridge was destroyed after a partial collapse in 1942 and the monument was relocated to the vicinity of East Patrick Street and U.S. 70 in 1965. The toll house retains the distinctive appearance of a turnpike structure in spite of being used and adapted as a residence since about 1911. The low, overhanging roof on the south shelters the original door which had a vertically sliding panel to facilitate the toll payment. Its two-room original plan is mostly intact, as most later construction took place on the north elevation where a shed addition of the early 20th century was expanded to contain a modern kitchen in the 1970's. Original chair rails, board floors, and hardware are evident throughout the main part of the house. The toll house has survived several serious floods, a testament to the solid stonemasonry skills of the builder, probably Leonard Harbaugh, the superintendent of the bridge construction in 1808-1809. The Jog Bridge Toll House is the best-preserved example of an early 19th century toll structure in Frederick County.

F-3-128
Jug Bridge Toll House
Frederick
Frederick County

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont
(Harford, Baltimore, Carroll, Frederick, Howard, Montgomery
Counties, and Baltimore City)

Chronological/Development Period:
Rural Agrarian Intensification, A.D. 1680-1815
Agricultural-Industrial Transition, A.D. 1815-1870

Prehistoric/Historic Period Themes:
Architecture, Landscape Architecture and Community Planning
Transportation

Resource Types:

Category: Building

Historic Environment: Suburban

Historic Function and Use:
Transportation/road-related/toll gate

Known Design Source: None

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Magi No.

DOE yes x no

1. Name (indicate preferred name)

historic Jug Bridge Toll House

and/or common

2. Location

street & number 8614 East Patrick Street

 not for publication

city, town Frederick

 x vicinity of

congressional district 6th

state Maryland

county Frederick

3. Classification

Category	Ownership	Status	Present Use	
<u> </u> district	<u> </u> public	<u> </u> x occupied	<u> </u> agriculture	<u> </u> museum
<u> </u> x building(s)	<u> </u> x private	<u> </u> unoccupied	<u> </u> commercial	<u> </u> park
<u> </u> structure	<u> </u> both	<u> </u> work in progress	<u> </u> educational	<u> </u> x private residence
<u> </u> site	Public Acquisition	Accessible	<u> </u> entertainment	<u> </u> religious
<u> </u> object	<u> </u> in process	<u> </u> x yes: restricted	<u> </u> government	<u> </u> scientific
	<u> </u> being considered	<u> </u> yes: unrestricted	<u> </u> industrial	<u> </u> transportation
	<u> </u> x not applicable	<u> </u> no	<u> </u> military	<u> </u> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Robert V. Wagner

street & number 8614 E. Patrick Street

telephone no.:

city, town Frederick

state and zip code MD 21701

5. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse

liber 964

street & number 100 W. Patrick Street

folio 476

city, town Frederick

state MD 21701

6. Representation in Existing Historical Surveys

title Paul Brinkman Survey of Frederick County F-44

date C. 1968

 federal x state county local

pository for survey records

Md. SHPO

city, town Crownsville

state MD

7. Description

Survey No. F-3-128

Condition

☐ excellent
☐ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☐ altered

Check one

☐ original site
☐ moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

CONTRIBUTING RESOURCE COUNT: 1

The Jug Bridge Toll House is a 1-1/2 story stone building built about 1808 as a toll house on the north side of the National Road at the west end of the Monocacy River Bridge (now demolished), commonly called the Jug Bridge because of the demijohn shaped monument which formerly stood on its eastern end. The toll house was probably built at the same time as the bridge, which the relocated "jug" monument states was completed during 1808-1809. The bridge collapsed in 1942, and the main road was relocated to the present Md. 144, leaving the old approach to the bridge a dead end side street with the former toll house as the last structure on its western side. The building is located about 1-1/2 miles east of Frederick (City), Frederick County, Maryland. It has been used as a residence since about 1911 and has a shed addition containing a kitchen, storage, and furnace room on the north side.

The original structure of the toll house had a two-room plan with an interior chimney on the east end. The south and north elevations had extended eaves which sheltered the main level. On the south elevation, the overhanging roof is still in place, while the north elevation overhang has been obscured or removed when the addition was built. According to historical photographs, this change may have originally occurred in the early 20th century, although the addition was enlarged at various times, most recently in the 1970's. The stone walls are 22 inches thick according to Mr. Robert Wagner, the current owner. The walls are stuccoed and painted white, which it has probably been since its construction. Many turnpike-related structures in Frederick County were painted or stuccoed and painted white for visibility at a distance on the roads. The gable roof is standing seam metal with two dormers in the south slope and a single dormer in the north side. The south elevation has three bays with a center entrance flanked by 6/6 windows set in wide, pegged frames. Raised panel solid shutters are at each window. The original door is still in place and has a vertically sliding upper section which dropped down to facilitate toll collection. The east elevation has two 2/2 attic level windows and a basement level door. Mr. Wagner has built up the ground around the east and north sides of the house as a flood deterrent and the basement level door, formerly opening on the hillside sloping downward toward the river, is now at the bottom of a small areaway bolstered by concrete block. The west elevation has a single window near the southwest corner. The north elevation is concealed behind the kitchen addition. According to Mr. Wagner, the shed-roofed addition originally was a narrow projection which left the northwest corner of the main section exposed and a closed-off window in the north end of the west room attests to this interim stage of alteration to the rear section. In the 1970's, Mr. Wagner expanded the kitchen to the west, bringing the wall of the addition out to the same plane as the west wall of the original house. In this section are modern windows and a rear entrance door. Other additions to the north elevation have been made in the 1980's, including a concrete block furnace room covered by brick, and a small bathroom.

The interior rooms had plaster finish with chair rails, wide board floors, and vertical board doors. Much of this original work is still in place, although beak

(continued on separate sheet)

8. Significance

Survey No. F-3-128

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates C. 1808-1809

Builder/Architect

check: Applicable Criteria: ☒ A ☐ B ☒ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Jug Bridge Toll House, built about 1808 by the Baltimore & Frederick Turnpike Company, is the best preserved building of its type in Frederick County. Its distinctive sheltered facade, the original sliding panel door and other architectural details, and its generally well-preserved form and original location near the site of the Monocacy River bridge on the old National Road clearly indicate its function in the turnpike system. In 1978, about six toll houses were known to exist and of these, only the Woodsboro and Frederick Turnpike Company Toll House (F-8-1) is listed in the National Register. It was built possibly in the 1850's and may have been a residence prior to the establishment of the Turnpike Company in 1869. At the time of its listing, it was unrestored, but has since been adaptively used as a commercial office building and has been extensively remodeled. At least no other toll houses have been identified in the currently on-going survey project, but none have the high integrity level of the Jug Bridge Toll House. In comparison with the NR-listed Woodsboro and Frederick Toll House, the Jug Bridge Toll House has a much higher integrity in setting, materials, design, and feeling. Having been built to serve its turnpike function, it has a distinctive appearance unmatched by the other known toll houses.

In 1805, the Maryland Legislature authorized the incorporation of a turnpike company to build the section of the National Road between Baltimore and Boonesboro by way of Frederick and Middletown. By 1808, the Company was ready to build a bridge over the Monocacy River just east of Frederick. The resulting stone arched bridge was constructed in 1808-1809 by Leonard Harbaugh, a local stonemason, who was the superintendent of works on the bridge. It may be reasonably assumed that Harbaugh was also in charge of erecting the toll house near the western end of the bridge. Its functional use was only as a toll taker's shelter rather than as a residence and was therefore an unadorned vernacular building with two rooms and a low attic, with a single fireplace. It may also be conjectured that it was not needed until the bridge was finished, therefore its approximate date may be the same as that of the bridge construction. If a ferry operated over the river during the construction of the bridge, as the Company had the right to operate according to an 1857 deed, tolls may have been charged by the ferryman rather than at a toll building. When completed, the bridge became famous because of its jug monument and the toll house was undoubtedly equally as familiar being located on the opposite end of the bridge. In 1824, the Marquis de Lafayette visited Frederick and was greeted at the bridge by a delegation from the town, where the Revolutionary War hero delivered an address. On July 8-9, 1864, the bridge was part of the Battle of the

9. Major Bibliographical References

Survey No. F-3-128

Bond, Isaac. Map of Frederick County, 1858.
Land Records of Frederick County
Titus, C.O. Atlas of Frederick County, 1873
Williams, T.J.C., and Folger McKinsey. History of Frederick County, 1910. Reprinted
Baltimore: Regional Publishing Co., 1979, 171-174.

10. Geographical Data

Acreage of nominated property 1 acreQuadrangle name Walkersville, MD.Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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H

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Verbal boundary description and justification

Approximately 1 acre centered on the dwelling on Tax Map 78, Parcels 417 and 419

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Janet L. Davis, Historic Sites Surveyororganization Frederick County Planning & Zoning Dept. date February 1993street & number 12 E. Church Street telephone 696-2958city or town Frederick state MD 21701

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHOD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2000

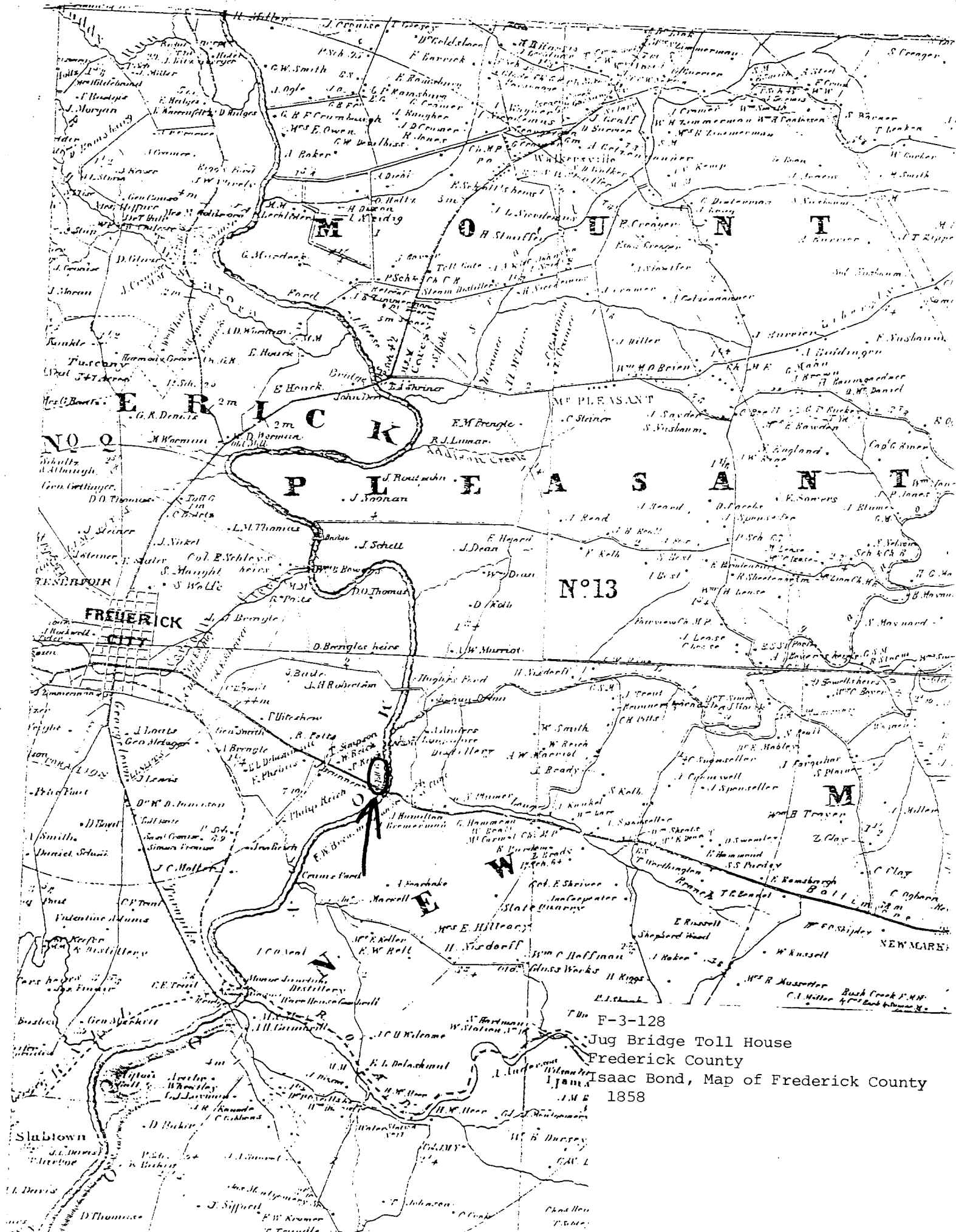
7.1 Description (Continued)

board paneling was put on one wall and the ceiling of the west room, currently used as a dining room, in the 1960's. The east room has the rebuilt fireplace, chair rails, and the original board floors. The original hardware is also in place on the doors, hinges, and exterior shutters. The narrow stairs to the attic are directly opposite the door and are lit by the small dormer in the north roof slope. The low-ceilinged attic is now used as a bedroom suite with a bath added in the northwest corner. The basement level has been the most altered in the house, because of the repeated flooding over the approximately 185 years of the toll house's existence. A much rebuilt corner fireplace is located in the east room and the floor is covered with carpet. The plastered walls are painted and modern built-in cupboards are located in the west side, a laundry area where a previous owner had a small kitchen.

The property also includes a non-contributing concrete block garage and a small well house, both built in the period about 1960-1985.

8.1 Significance (Continued)

Monocacy, in which it was successfully defended from capture by a small Union force against General Jubal Early's larger Confederate army. The bridge and the toll house operated as a unit until about 1911, when the toll house was sold by the Turnpike Company and began to be used as a residence by at least five successive owners. The turnpike continued to be used as the principal road to Frederick from Baltimore and the 20th century brought automobile traffic in addition to the horse-drawn wagons, carriages, and buggies of the 19th century. The wear on the bridge finally resulted in its collapse in March 1942, after which it was dynamited and a temporary bridge replaced it until the 1970's, when the road was relocated to its present route south of and paralleling the old National Road crossing.



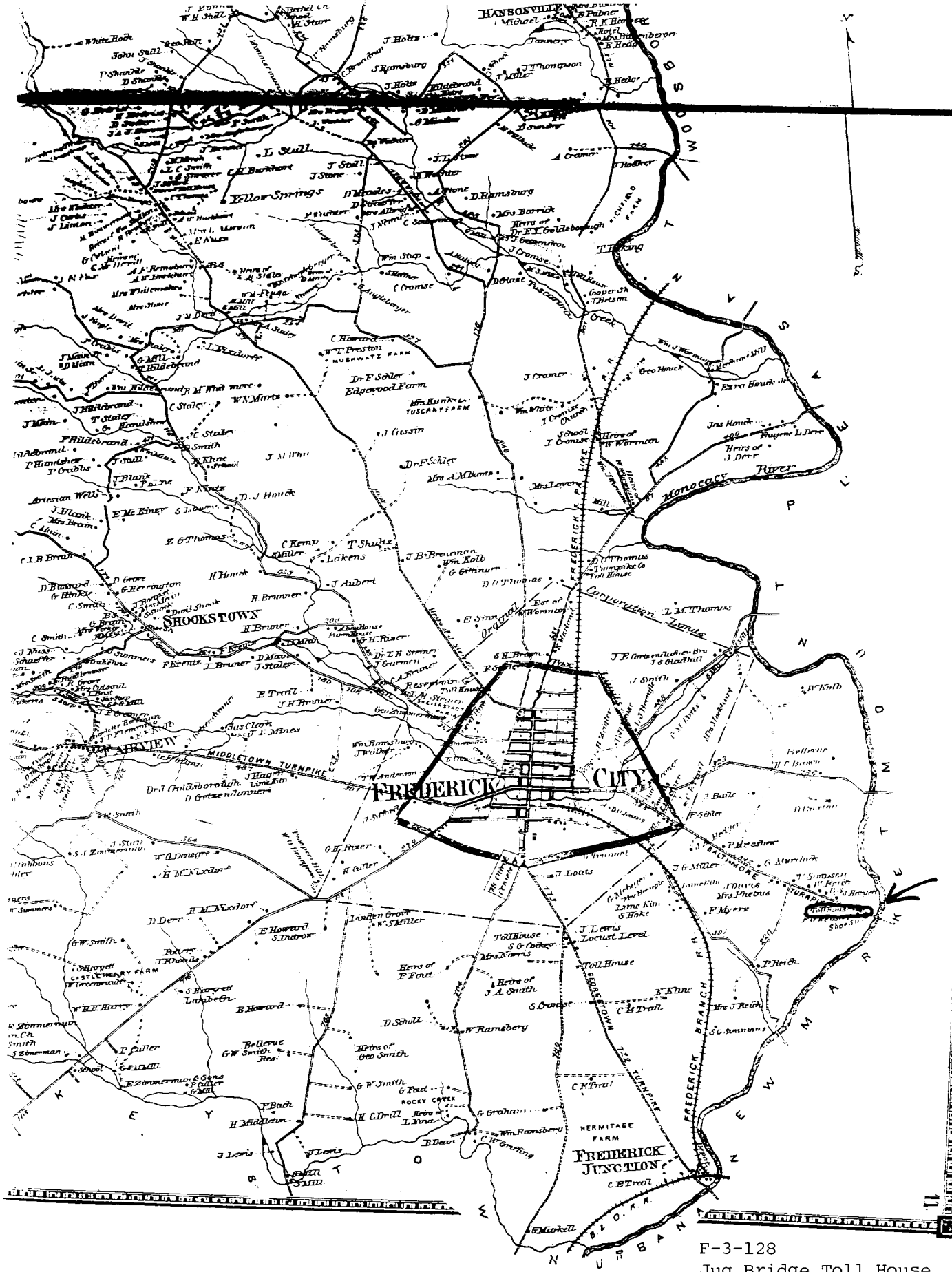
Nº13

FREDERICK CITY

W

M

F-3-128
Jug Bridge Toll House
Frederick County
Isaac Bond, Map of Frederick County
1858




F-3-128

Jug Bridge Toll House

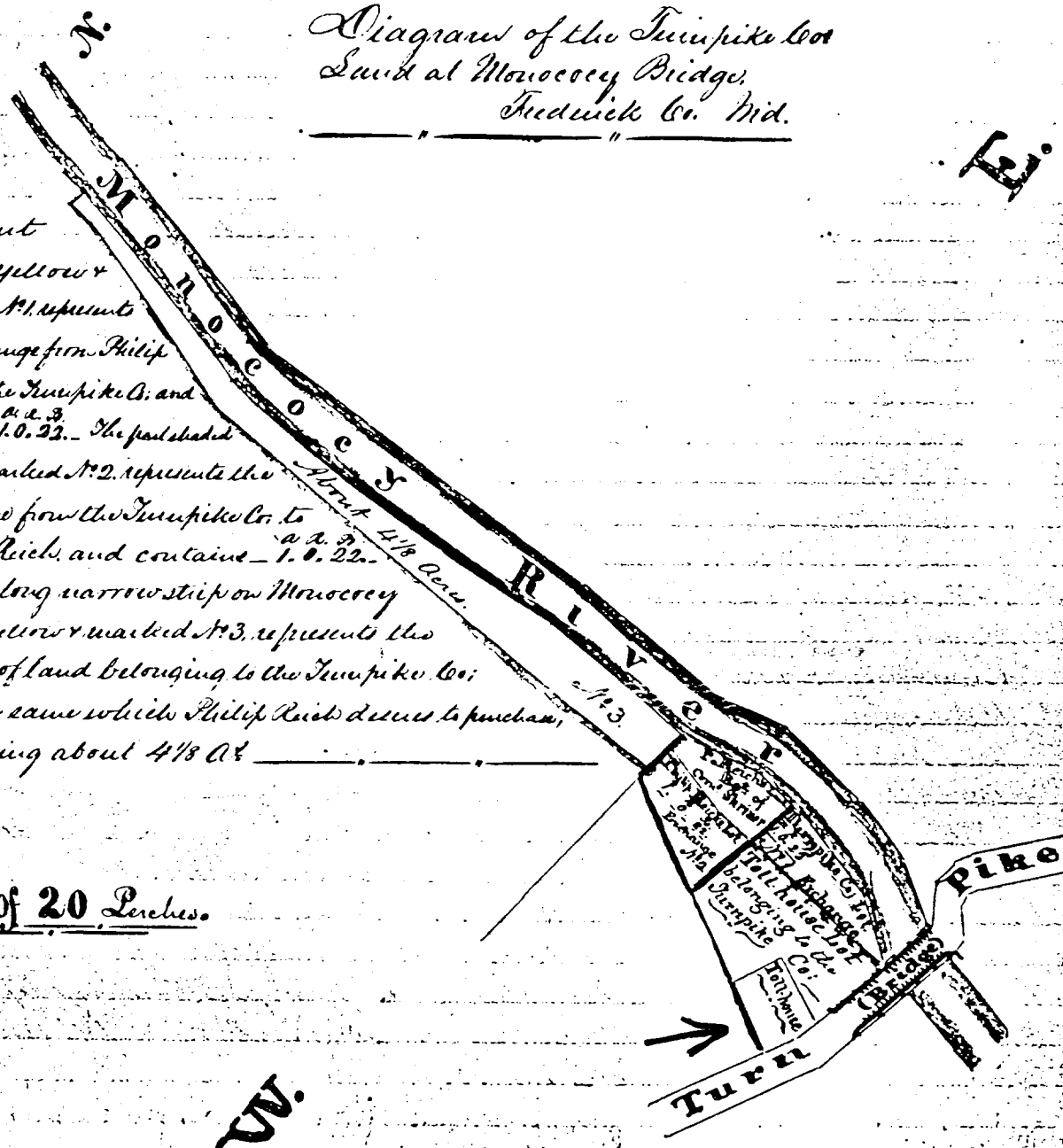
Frederick County

C.O. Titus, Atlas of Frederick
County, 1873



Edw. Dowling Clerk of the Superior Court of Baltimore City.

Scale of 20 Perches.



Jug Bridge Toll House
Frederick County
Plat of Turnpike Company
Land at Monocacy River,
from Land Record ES 9/470,
30 April 1857

8614 E. Patrick St.

F-3-128

Lot Size, Description,
Other Information,
Original Tracts

Liber/Folio	Grantee	Grantor	Cost	Miscellaneous
964/476 9 Jul 75	Robert V. Wagner	Oswald Mayne & Cynthia B. Hodges	2 lots on county road formerly US 40 leading to the site of the former Jay Bridge	
645/507 14 Mar 60	David L. Spiner	Richard S. & Laura M. Hargitt		
366/301 18 Apr 28	Richard S. & Laura M. Hargitt	Edwin C. Marshall	2nd parcel: 4a.	
HWB 296/465 15 May 11	John E. Hargitt	Pres., Managers. & Co. of Balto. & Fredericktown Turnpike Road Co.	4a.	#500 WR 44/67, 1 Apr 1813 ES 9/470, 30 Apr 1857 ES 9/481, " " ES 9/471
ES 9/481 30 Apr 1857	Philip Reich & Rebecca D.H. unf	Pres. Mgrs., & Co. of Balto. & Frederick- town Turnpike Rd.	+ Charles W. Slagle, resigned Plat: "Diagram of the Turnpike Co. Monocacy Bridge Fred. Co. exchange of 2 lots, each 1a.	Land at OR., 22 p.
ES 9/470 30 Apr 1857	Philip Reich & unf	Pres. Mgrs. & Co. of Balto. & Fred. Turnpike Rd.	shaded yellow and blue plat. attached Co. reserves right to quarry stone, establish a ferry, prevent others from quarrying stone	\$250
WR 44/67 1 Apr 1813	Pres. Mgrs & Co. of Balto. & Fred. town Turnpike Road	George Baer & Catherine Baer	parcel lying on east and west side of Monocacy River at the stone bridge on the turnpike containing 11 acres & 1/8 a. Lot 1: 3 3/4 a. Lot 9: 1 1/4 a. Lot 8: 3 1/8 a. Lot 10: 30. - east side	\$1
WR 44/67 1 Apr 1813				

File 128 Day for night and those



The Jolly Jug

Boisterous talk and belly laughter, that no one can explain, is heard in the night by people living near the huge demi-john on Route 40 east of Frederick. The voices seem to emanate from the jug.

This old stone urn, approximately fifteen feet tall with a girth of some forty feet, marks the site of the bridge that crossed the Monocacy in 1808, on the first public highway in the United States. When the wooden bridge was replaced by a wide concrete span in 1926, the priceless urn was moved at great expense by a committee spearheaded by Mrs. William M. Storm and the D.A.R. It was placed on high ground above the west end of the bridge, a beloved relic of the past and a reminder of the old wooden bridge and the way things were.

Having withstood the ravishes of flood and time, the original toll house is close by the jug, and so is the Frederick city line. Also, there is a stone marker, erected by the S.A.R. that reads in part "General Lafayette, Friend of America and Liberty, arrived at the bridge nearby on his way to Frederick December 29, 1824.

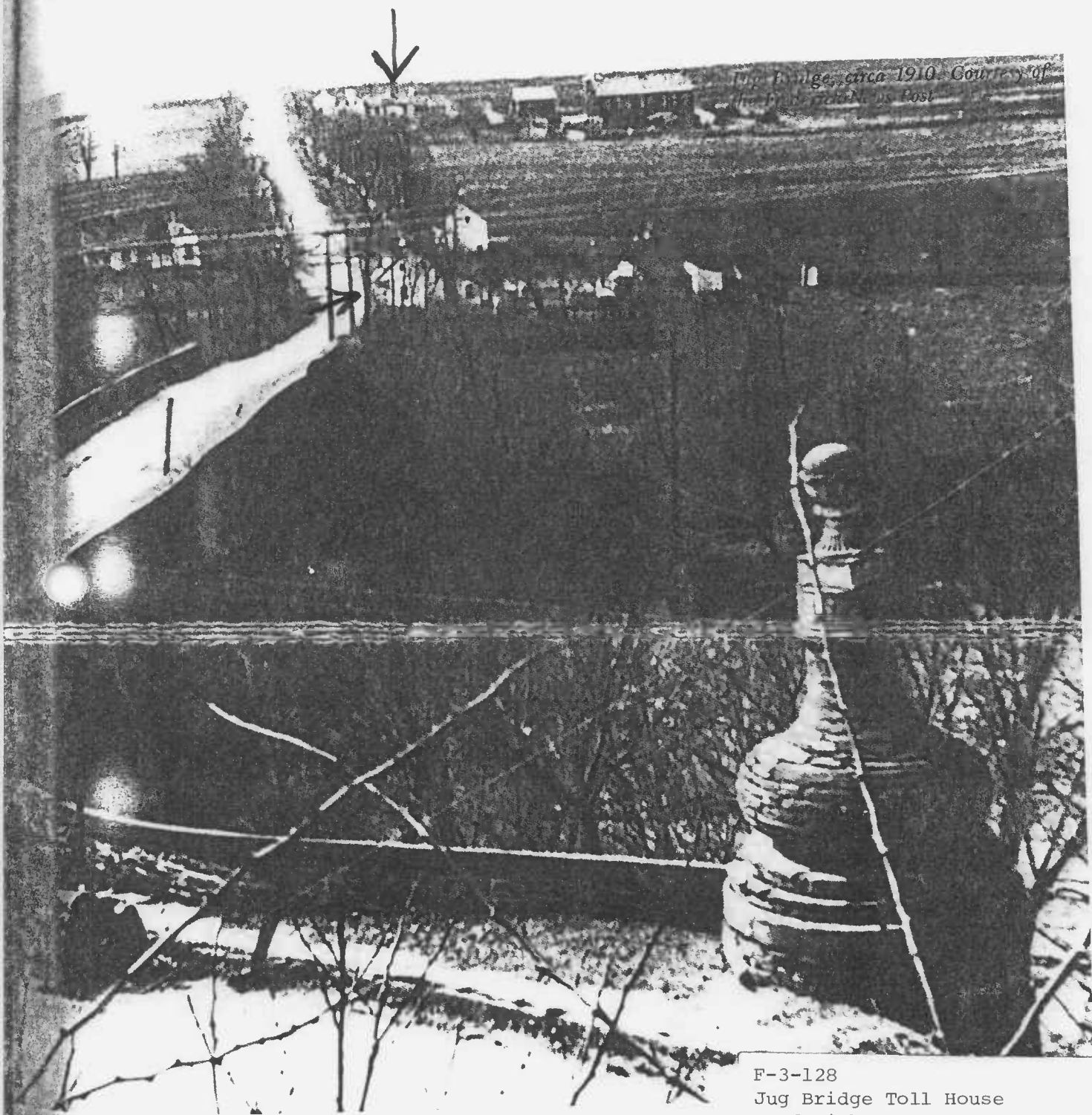
A pastoral scene by day but eerie by night, conjecture is that soldiers guarding the National Pike during the Civil War hid their whiskey around the jug. And that the wild hilarity heard is caused by 'spirits' looking for spirits.

Weinberg, Alyce T.

1979 *Spirits of Frederick.*

Frederick, Maryland: Studio 20, Inc





F-3-128

Jug Bridge Toll House
Frederick County

Circa 1910 view of Monocacy River
Bridge, "Jug Bridge", from
Frederick: A Pictorial History
Toll House at far end of bridge
black arrow



F-3-128

Jug Bridge Toll House

Frederick County

Photo: Janet Davis

February 1973

Neg. loc. Md. SHPO, Greensville, Md.

Seathurst, Md. 1973

1/6



F. 0-128

Tow Bridge Toll House

Frederick County

Photo: Janet Davis

February 1993

Reg. loc.: Md. S-92, Crownsville, Md.

Main door, south elevation

2/6



F 3 1. x

Swag Bridge Toll House

Frederick County

Photo: Janet Davis

February 1993

Neg. loc.: Md. SHPO, Crownsville, Md

North elevation

3/6



F. 3-128

Jug Bridge Toll House

Frederick County

Photo: Janet Davis

February 1993

Neg. loc.: Md. SHPO, Croconsville, Md.

East elevation

4/6



F-3-125

Jug Bridge Toll House

Frederick County

Photo: Janet Davis

February 1993

Neg. loc.: Md. SHPo, Crownsville, Md.

General view from southwest

5/6



F-3-128

Jug Bridge Toll House

Fredetick County

Photo: Janet Davis

February 1993

Neg. loc. Md. SHPO, Crownsville, Md.

Remains of Jug Bridge, west abutment

6/2